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we cannot refrain from repeating the opinion expressed in our notice of the first volume,² that every law school should have several sets of these essays upon its shelves, and that every practicing lawyer should have them accessible for constant reference.

F. M. B.

THE CONTROL OF PUBLIC UTILITIES. IN THE FORM OF AN ANNOTATION OF THE PUBLIC SERVICE COMMISSION LAW OF THE STATE OF NEW YORK. By WILLIAM M. IVINS and HERBERT DELAVAN MASON. New York: BAKER, VOORHIS & Co., 1908. pp. lxxx, 1149.

The adoption of new modes of locomotion which, coupled with the advance in the industrial arts, had radically altered and given much increased importance to the economic position of the transporter of goods, also unbalanced the common law of carriers. The judges, guided always by a healthy sense of public policy and adherence to principle, reacted admirably to the stress imposed by controversies which sometimes arose out of the oppression of shippers by an all powerful carrier, and sometimes out of a discrimination against shippers practiced by carriers impotent under the threats of a monarch of industry. But it became apparent that the work of the courts alone was insufficient to regulate the new and relatively unbridled activities of carriers; for while each particular cause might be satisfactorily disposed of, yet each new phase of the new legal problem was made the subject of stubborn legal dispute. Legislation was, therefore, at first resorted to mainly to settle definitely the application of certain general principles which had been announced by the courts but which were continually subjected to attack. Later, governmental agencies were established to deal with phases of the carrier problem which were too burdensome or unfit for judges whose main office, after all, was that of deciding non-public controversies; and it is such a law, enacted for the State of New York, which the authors have adopted for their text.

Realizing that the Act was an expression or modification of previously recognized principles, the authors have given a recital of important cases bearing on the problems with which the Act seeks to cope. The selection is satisfactory; and the annotation of any particular point forms an excellent means for more minute investigation. The form of the book makes it difficult, indeed impossible, to maintain any consecutive presentation; but the consequent difficulty of finding the discussion of a particular point is mitigated by the full index. The book contains also the Federal Interstate Commerce Act, the Rapid Transit Act, and the Rules of Practice of the two Public Service Commissions. The authors are to be highly commended for having presented to the profession a book which must lead to a scientific study and application of the new statute, while giving at the same time a tool to the practitioner to enable him to deal with the new situations which it has created.

A. B. S.

BRIEF MAKING AND THE USE OF LAW BOOKS. By WILLIAM M. LILE, HENRY S. REDFIELD, EUGENE WAMBAUGH, EDSON R. SUNDERLAND, ALFRED F. MASON and ROGER W. COOLEY. Edited by ROGER W. COOLEY. Second Edition. St. Paul, Minn.: WEST PUBLISHING Co. 1909. pp. xii and 574.

² COLUMBIA LAW REVIEW 61.